

**BUREAU OF HIGHWAYS
REQUEST FOR PROPOSAL
for
QUALIFICATIONS BASED SELECTION FOR PREQUALIFIED SERVICES**

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

If your firm is currently prequalified for this type of work and you are interested in providing services, please indicate your interest by submitting a Proposal. The Proposal must be submitted in accordance with the latest "Vendor Selection Guidelines for Service Contracts", available on the MDOT website.

For efficiency sake, we are asking that the vendor firm provide 11 paper copies (10 bound and 1 unbound) of the Proposal to the MDOT project manager named in the attached scope of services.

These copies must be received by 12:00 pm on March 18, 2005. Fax and electronic copies are not acceptable.

In addition, provide one unbound copy to:

Regular Mail:

Secretary, Operations Contract Support
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

OR

Overnight Mail:

Secretary, Operations Contract Support
Michigan Department of Transportation
425 W. Ottawa
Lansing, MI 48933

This copy is to be received within three working days after the due date and time specified above. Please do not deliver in person.

Any questions relative to the scope of services must be submitted by e-mail to the MDOT project manager. Any questions must be asked at least three working days prior to the due date and time specified above. All questions and their answers will be placed on the MDOT website as soon as possible after receipt of the questions. The names of vendors submitting questions will not be disclosed.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor's job-order accounting system.

The selection team will review the information submitted and will select the firm considered most qualified to perform the engineering services based on the proposals. The selected vendor will be contacted to confirm capacity. Upon confirmation, that firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

The scope of services is attached to this solicitation.

PROJECT LOCATION: Metro Region, Wayne County

CONTROL SECTION, JOB NUMBER:

DESCRIPTION OF WORK: Development of a transportation improvement plan for Western Wayne County

I Primary Prequalification Classification:

Traffic Studies

II Secondary Prequalification Classification:

The anticipated start date of the service is June 1, 2005

The anticipated completion date for the service is December 31, 2006

DBE Requirement: 0%

PROJECT MANAGER

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Background

The Michigan Department of Transportation is soliciting proposals for the development of a transportation improvement plan for Western Wayne County. It is the intent of this plan to develop a prioritized list of projects in the study area that will improve safety and mobility on the transportation infrastructure. Based on this priority listing, the partner agencies will work together to revise the 25 year regional transportation plan for the study area to reflect the needs identified and the priorities set for each of those needs.

The Western Wayne County Transportation Study was borne from the desire of Canton Township to improve traffic operations on Ford Road and I-275. The purpose of the study is to identify deficiencies in the transportation network, both in 2005 under current conditions and in 2030 as development continues.

The study area for this project is from Newburgh Road on the east to the county line on the west, and from I-94 to the south to M-14 to the north. The estimated budget for this

project is between \$300,000 and \$500,000. The budget will vary based on the partners involved in the study and the changes in the scope and budget will reflect a change in the geographic area being analyzed.

The overall project goal is to review the roadway network in the study area to determine and prioritize operational and safety improvements that can be made to the system.

Included in this overall goal are the following objectives:

1. Evaluate all interchanges in the study area for potential operational and capacity improvements, as well as improved local connection.
2. Examine all north/south and east/west corridors in the study area for potential operational, safety and capacity improvements.
3. Evaluate access management opportunities along all corridors in the region, identifying corridors where a formal access management plan may be required.
4. Evaluate community land use plans within the study area and identify opportunities for improved coordination with roadway plans.
5. Evaluate major current and proposed developments in the study area to determine if planned roadway improvements will meet the growing traffic demands of these developments.
6. Evaluate transit and non-motorized transportation options in the study area as a means to reduce automobile demand.

To accomplish this overall project goal and associated objectives, the Western Wayne Transportation Task Force has developed the following preliminary scope of services. Interested consultants are requested to submit proposals and work plans based on this preliminary scope of services.

TASK 1 – INITIATE PROJECT

The consultant will prepare for and attend **Project Meeting #1 – Project Initiation** with the Western Wayne Transportation Task Force (WWTTF) to discuss the agreed upon scope of services, project schedule and organization of project communications and administrative tasks.

At the project initiation meeting, the consultant will coordinate with WWTTF to draft transportation plan goals and objectives. The consultant will use the goals from the most current SEMCOG Regional Transportation Plan (RTP) as a basis for this discussion – as well as study goals previously developed by the WWTTF. The consultant will also coordinate with WWTTF to develop the evaluation criteria, performance measures, and prioritization methodology for evaluating transportation improvement scenarios and proposed projects.

WWTTF will provide the consultant with the pertinent planning and transportation documents that have been published by WWTTF members, committed transportation projects through 2030, existing and future capital funding sources for the State and County, available roadway functional classification, summary accident statistics, and locations of truck routes. WWTTF will also provide the consultant with the available

current daily traffic counts for roadways and intersections within the study area of Wayne County.

TASK 2- COLLECT DATA

Task 2.1- Meet with area Municipalities

The consultant will prepare for and attend up to **six total meetings with road agencies and municipalities** located within the study area. Meetings are to be conducted for up to five agencies and municipalities to allow interaction to obtain opinions and to expedite the project schedule. The consultant will coordinate with the WWTTF team about the schedule of these meetings and their participants.

The participating agencies will identify and provide to the consultant information regarding major developments currently under development or planned to be developed by 2030 that may affect the transportation system. The attending agencies will also identify and provide information regarding plans to construct collector roadways (that are not on the County Highway system) and plans about the development of bicycle/pedestrian facilities within their jurisdictions by 2030. The consultant will record comments from the attending municipalities regarding their general concerns about the transportation network within the study area and identify common concerns. The consultant will also obtain available information about transportation-related capital budgets, obtain and summarize traffic accident statistics, and local truck routes and travel patterns, as available. The consultant will develop **Technical Memorandum #1** that summarizes the transportation concerns of municipalities within the study area.

Task 2.2 – SEMCOG Traffic Demand Model

The Southeast Michigan Council of Governments (SEMCOG) will provide the consultant with the 2030 Transcad model with the 2005 base year. The consultant will also obtain and review the 2030 regional transportation plan from SEMCOG.

The consultant will prepare for and attend **up to two (2) total meetings with SEMCOG:** to identify dataset availability, to formulate the method for transferring the datasets, to review and discuss the datasets, to clarify the datasets and assumptions used in developing trip tables, and to coordinate the findings and recommendations of the 2030 RTP with the developments of the Western Wayne County Transportation Plan.

Task 2.3 – Contact Other Transportation Service Providers in Wayne County

The consultant will coordinate with representatives from the following agencies to identify available current transportation projects, long range transportation plan documents, committed transportation projects through 2030, existing and future capital funding sources for transportation projects, summary accident statistics, existing and future transit facilities, existing and proposed bicycles/pedestrian facilities, and opinions about current and planned transportation operations within Wayne County for areas within Wayne County:

- Southeast Michigan Council of Governments (SEMCOG)
- SMART

- AATA
- DDOT
- DARTA
- Wayne County Department of Public Services (WCDPS)
- MDOT
- WATS
- Washtenaw County

The consultant will coordinate with local agencies to obtain current information and available GIS mapping related to local and sub-regional bicycle planning.

Task 2.4 - Finalize Goals, Objectives and Evaluation Methodology

The draft goals and objectives will be summarized and submitted to WWTTF for review and comment. Based on WWTTF's comments on transportation, concerns of municipalities summarized in Technical Memorandum #1 and on WWTTF's comments on the draft goals and objectives, the consultant will revise and finalize the transportation goals and objectives for the Western Wayne County Transportation Plan, and summarize them in **Technical Memorandum #2**.

Likewise, the consultant will develop, revise and finalize the evaluation, performance measures, and prioritization methodologies that will be used for ranking the transportation improvement projects identified in the Western Wayne County Transportation Plan improvement alternatives that will be developed during Task 5. A summary of these methodologies will be developed in **Technical Memorandum #3**.

Task 2.5 – Meet with the Western Wayne Transportation Task Force

The consultant will present the information in Technical Memorandums #2 and #3 to the WWTTF for their approval of the project's final goals and objectives. This will be **Project Meeting #2**.

Task 3 – Evaluate Existing Conditions

The consultant will perform travel demand modeling for the base 2005 roadway network. All travel demand modeling will be conducted using the current version of TransCAD geographic information system (GIS)-based software as of January 2005.

Task 3.1 – Review SEMCOG Model

The consultant will produce a 2005 evening peak period forecast from the SEMCOG validated daily traffic model. This forecast will be developed as a secondary tool to allow a preliminary evaluation on intersection-specific deficiencies and corresponding alternatives that may be included in the proposed solution. The network and trip matrix used for this forecast will globally incorporate intersection impedances and SEMCOG generated factors for converting the daily trip tables into evening peak matrices. No specific validation effort will be conducted in developing this evening peak period forecast.

Task 3.2 – Determine 2005 Base Year Network Deficiencies

The consultant will review WWTTF minutes and use Project Meeting 1 and 2 to identify deficiencies. Deficiencies will also be identified using the 2005 base year network developed in the TransCAD model.

The results of the deficiency analyses will be focused on state trunk line facilities, and other County and local arterials and collectors in the study area.

Task 3.3 – Evaluate Existing Bicycle Travel Demand

Based on data obtained in Tasks 2.1 and 2.3, information obtained through meetings and discussions with local agencies, and identification of recognized bicycle destinations/attractions with Wayne County, a discussion and presentation to the Metro Region non-motorized task force, the SEMCOG Bicycle Travel Map, and using digital aerial photography, if available, (The availability of recent aerial photography, is being determined by the WWTTF.) supplied by Wayne County, the consultant will determine the level of service for the existing Western Wayne County bicycle facilities. Any changes to the bicycle facility inventory should be conveyed to SEMCOG in an informal technical memorandum.

This assessment of the current level of service within Wayne County will be the basis for the development of the Future Bicycle Facility Improvements and Priorities Plan that takes into account whether the trail is separate or adjacent to a highway facility; within a residential, recreational, or commercial area; and the nature of the bike route itself (e.g., primary-through, recreational, municipal, etc.). This task will be based on qualitative assessment and quantitative evaluation of available published data and field observations, and not on a mode split analysis using the travel demand model.

Task 3.4 – Evaluate Existing Transit Travel Demand

This task will use existing SEMCOG data and mapping as a basis for estimating the transit travel demand in the study area. Transit deficiency information from the WWTTF will be collected and incorporated into the following summary task.

Task 3.5 – Summarize Collected Datasets and 2005 Deficiency Analysis

The consultant will prepare **Technical Memorandum #4** that summarizes the existing conditions and operational deficiencies of the 2005 base-as-built roadway network and the current travel demands and system characteristics for bicycle and transit modes in Western Wayne County. The consultant will also review and summarize the accident statistics and truck route information, review and recommend revisions to functional class, and other information obtained in Tasks 1 and 2.

The consultant will prepare for and conduct **Project Meeting #3** with WWTTF to summarize the performance and deficiencies of the existing transportation system.

Task 4 - Develop Travel Demand Forecasts

Task 4.1 – Review 2030 Travel Demand Networks

The consultant will review the base roadway networks as a basis for simulating 2030 travel conditionals (both daily and evening peak period forecast) with trip tables. Changes in the trip tables, based on changes in the development patterns and density due to known developments will be made by the consultant.

Task 4.2 – Identify 2030 Network Deficiencies

The consultant will analyze the 2030 traffic assignment based on the Existing plus Committed (E+C) networks and the 2030 socioeconomic and TAZ datasets obtained in Task 4.1. The consultant will develop and use evaluation and roadway Level of Service (LOS) criteria established by WWTTF and the consultant to identify transportation network deficiencies on each of the networks.

Task 4.3 – Forecast Transit and Bikeway Travel Demands and Deficiencies

The consultant will review the bicycle travel demand developed in Task 3.3 and identify planned and programmed improvements to the bicycle facilities in the study area. The consultant will also analyze the connectivity of the existing bicycle facilities network to locally recognized bicycle destinations/activity centers within the county. As part of the connectivity study, a study of the physical barriers and impediments, such as geographical features, roadways, and developments that may impact the effectiveness of these connections will be analyzed. Based on the forecast residential, commercial, and activity center growth in the 2030 socioeconomic forecast, the consultant will perform an assessment of the future county bicycle level of service in coordination with WWTTF in the study area.

Transit Deficiencies will be identified in collaboration with SEMCOG and the SEMCOG Regional Transit Plan. Included will be a definition of what are the desired services levels are expected by Western Wayne County and transit agencies that serve Western Wayne County, and study to reflect where these levels are exceeded in 2030. The consultant will rely upon SEMCOG data and the SEMCOG comprehensive regional transit plan for Southeast Michigan to accomplish this task.

Task 4.4 – Review 2030 Socioeconomic Forecast

The travel demand forecast for this study will be based on the 2030 socioeconomic forecast obtained from SEMCOG, the consultant will coordinate with SEMCOG to obtain the 2030 socioeconomic forecast. The consultant will review the 2030 socioeconomic forecast data with the WWTTF members to determine if there are any changes or deficiencies that need to be addressed as part of the modeling effort. Any changes will be incorporated by the consultant into the model as part of the deficiency analysis.

Task 4.5 – Summarize 2030 Transportation System Deficiencies

The consultant will develop **Technical Memorandum #5** that summarizes the projected roadway, bicycle and transit demands and system deficiencies in 2030. The consultant will prepare for and conduct **Project Meeting #4** with WWTTF members to discuss the 2030 transportation system forecast and projected deficiencies.

Task 5 – Develop Improvement Scenarios

Task 5.1 – Develop Alternative Roadway Improvement Scenarios

Based on the identification of deficient locations in Task 4.2, the consultant will identify improvements to the Western Wayne County Year 2030 transportation network. Up to three transportation scenarios will be developed.

The consultant will work with the WWTTF during **Project Meeting #5** to determine improvement scenarios and their resulting improvement measures which may include grade separations, widening, new roadways, intersection improvements, etc.

Task 5.2 – Develop Bicycle Improvement Scenarios

The consultant will identify right-of-way corridors available to construct bicycle facilities (e.g., state roads, county highways, and utility corridors over 60-ft in width), and roadways that may be feasible to accommodate bicycle facilities. Based on the deficiencies identified in Task 3.3 and the forecast bicycle demands from Task 4.3, the consultant will develop a prioritized plan of future bicycle routes and greenways necessary to provide the required level of service for the County Bicycle Facilities Network. These new improvements in conjunction with the existing county facilities will provide the framework of connectivity for a County-wide system functional classification bike plan consisting of trunk network, collectors, and municipal connectors.

Task 5.3 – Develop Transit Improvement Scenarios

As noted under Task 4.2, SEMCOG has already developed a comprehensive regional transit plan for southeast Michigan. While SEMCOG has begun the process of identifying deficiencies and needs, the consultant will review them and identify any potential solutions (i.e., proposals for improving the transit interface with the highway network at major activity centers, etc.). Within the context of this Transportation Plan, the consultant is to coordinate with WWTTF in prioritizing the transit improvements.

Task 5.4 – Present to WWTTF

The consultant will prepare for and attend **Project Meeting #6** to present and discuss the improvement scenarios with WWTTF.

Task 5.5 – Refine Transportation Alternatives

Based on comments received from the previous task, the consultant will revise the alternative transportation scenarios in coordination with the WWTTF members.

Task 5.6 – Develop Travel Demand Management Alternatives

Based on input from WWTTF agencies, the consultant will identify opportunities to mitigate traffic demand through modified land use plans, housing/employment balance, staggered work shifts, tele-commuting centers, ride sharing, access management and other innovative means to reduce the number of vehicles using the road system.

Task 6 – Evaluate Alternative Improvement Scenarios

Task 6.1 – Model Alternative Scenarios

The consultant will develop a daily traffic assignment for each of the alternative roadway scenarios developed in Task 5 for the 2030 forecast year. The quantitative modeling of transportation improvement scenarios will be limited to proposed roadway improvements. Bicycle and transit alternative will not be modeled. The modeling results will be compared against the project's performance measures, as well as the goals and objectives. The consultant will attend **Project Meeting #7** with WWTTF members to discuss the results of the travel demand modeling, including their comparisons against the performance measures, of the six roadway improvement scenarios.

Task 6.2 – Re-evaluate Alternative Scenarios

Based on a review of initial daily traffic assignments and Project Meeting 6, it may be determined that additional roadway improvement scenarios are desirable. If necessary, the consultant will develop and model up to two additional roadway improvement scenarios. These additional two scenarios will likely be a combination or sub-set of the initial alternative scenarios.

Task 6.3 – Conduct Qualitative Evaluation of Alternate Modes

A qualitative review of transit, bicycle, pedestrian, or other modes will be conducted. This evaluation will be based on factors such as linkages to activity centers, regional paths, mode transfer centers, and other qualitative measures.

Task 6.4 – Conduct Social/Environmental Analysis

For each improvement scenario, the consultant will perform a scoping level review of the scenarios. This analysis will involve a review of the scenarios based on available resource data (wetlands maps, aerial photographs, USGS topography maps, including information from the WWTTF, etc.). The results of this review will be to rank the various improvement scenarios with regard to acquisition of additional right-of-way, impact to the environment, and displacement of existing properties.

Task 6.5 – Estimate Cost of Proposed Improvements

The consultant will estimate the engineering, right-of-way, and construction, implementation and operation/maintenance costs of the improvement scenarios. The consultant will also identify potential funding sources for each of the projects to determine if the project meets the objectives of the CMAQ program or other funding source. The consultant will develop **Technical Memorandum #6** that summarizes the results of the travel demand forecasting of alternative scenarios, as well as an evaluation of social and environmental issues associated with those scenarios. The consultant will prepare for and attend **Project Meeting #8** and meet with the WWTTF to review the technical memo.

Task 7 – Develop Preferred Transportation Alternative

Based on the results of the evaluation of analyses and performance measures in Task 6, and recommendations from the WWTTF and their sponsors, the consultant will develop in coordination with WWTTF members, a preferred improvement scenario, including the roadway, bicycle, TDM, and transit improvement. This preferred scenario might include projects from various alternative scenarios. The consultant will perform a final daily traffic assignment for the preferred roadway improvements.

Bicycle improvements, their prioritization, and the resulting bicycle facilities plan will be developed during this task. Where appropriate in the bicycle planning process, the consultant will provide the level of detail described in the following steps (e.g., storm water evaluation, funding availability, etc.) to be included in the plan.

The consultant will also develop final capital cost estimates for the preferred improvement scenario. The final capital costs will include estimation and analysis of the storm water management requirements of the various improvement scenarios. Those requirements will be factored into the right-of-way and construction costs.

In coordination with WWTTF members, the consultant will develop a list of prioritized improvement projects within the preferred scenario taking into account estimated project costs, benefits and impacts for internal use by the WWTTF. Additionally, the prioritized project listing should include which funding sources would be eligible for each specific project (e.g. CMAQ, transit, safety, etc.).

The prioritization process of the preferred alternative will occur at two levels. First relying upon the results of the daily travel demand modeling, and those results against the performance measures, the projects will be prioritized into three categories: immediate, moderate, and long-term need. After these have been identified, the evening peak period forecast models will be used to help identify the priority of the projects within those needs using a specific performance measures to peak hour analysis.

The consultant will conduct **Project Meeting #9** with WWTTF to develop the financial analysis and the prioritized list of improvements..

At the conclusion of Task 7, the consultant will develop **Technical Memorandum #7** summarizing the preferred roadway improvement scenario. This will include the list of the prioritized projects, funding strategy, and time line for implementing the improvements, as well as a summary of the social and environmental analyses that pertain to the prioritized list. Technical Memorandum #7 should also include the preferred Travel Demand Management scenario. **Technical Memorandum #8** will be prepared summarizing in similar fashion, the preferred bike and transit plan scenarios.

Task 8 – Document Plan

Task 8.1 – Document Project Technical Reports

As the consultant develops the project's assumptions, recommendations, and meets with WWTTF members, other committees, and the public, the consultant will prepare

technical memoranda to document our progress. Throughout the project, the consultant will develop the following ten memoranda:

- No. 1 – Transportation Concerns of Road Agencies and Municipalities (Task 2.1)
- No. 2 – Plan Goals and Objectives (Task 2.4)
- No. 3 – Evaluation and Prioritization Methodology (Task 2.4)
- No. 4 – Existing (2005) Transportation Deficiencies (Task 3.6)
- No. 5 – 2030 Travel Demand Forecast and Deficiencies (Tasks 4.5)
- No. 6 – Evaluation of Alternative Transportation Scenarios (Task 6.5)
- No. 7 – Preferred Improvement Scenario and Financial Constraint Analysis (Task 7)
- No. 8 – Preferred Bicycle and Transit Improvement Scenarios (Task 7)

Task 8.2 – Document Project Meetings

The consultant will document project Meetings that are conducted throughout the project, including the following meetings:

- No.1 – Project Kick-off Meeting with WWTTF (Task 1.1)
- No. 2 – Public Works and Transportation Committee approval of Goals, Objectives, Performance Measures, and Prioritization Methodology (Task 2.5)
- No. 3 – Review Existing Transportation Deficiencies with WWTTF (Task 3.5)
- No. 4 – Discuss 2030 Transportation System Forecast and Deficiencies with WWTTF (Task 4.5)
- No. 5 – Develop Alternative Transportation Scenarios with WWTTF (Task 5.1)
- No. 6 – Review Alternative Transportation Scenarios (Task 5.4)
- No.7 – Review Travel Demand Modeling of Alternative Transportation Scenarios (Task 6.1)
- No. 8 – Present Evaluation of Alternative Scenarios Costs and Impacts (Task 6.5)
- No. 9 Develop Financial Constraint Analysis and Prioritized Improvements for Preferred Alternative (Task 7)

In addition, the consultant will be responsible for the following additional project meetings:

- Six meetings with municipalities (Task 2.1)
- Two Meetings with WWTTF Study Team (Task 2.2)
- One reserve meeting with the WWTTF Sponsors

Task 8.3 – Prepare and Deliver Recommended 25 year Western Wayne County Transportation Operations and Safety Improvement Program

The consultant will develop a draft 25 Year Western Wayne County Transportation Operations and Safety Priority Program that documents the data collection, travel demand modeling, project technical memoranda, project meetings, alternative scenarios, selection of preferred scenario, and financially constrained analysis. Five bound and one unbound copies of the draft Transportation Plan will be submitted to WWTTF for review.

Based on comments received from WWTTF members, the consultant will revise and submit ten bound and one unbound copies of the final report to WWTTF. The form of

the transportation plan will be an executive summary map with a companion technical appendix document. An electronic copy of the final report will be provided to WWTTF for their future reproduction of the map and technical appendix.

The consultant will provide a similar executive summary map, with companion technical appendix document, for the County Bicycle Facilities Plan. The consultant will provide up to five copies of the draft and ten copies of a final report for WWTTF use, in addition to one unbound copy of each plan.

The consultant will coordinate with WWTTF in the development of necessary travel demand modeling results and mapping to be incorporated into the SEMCOG GIS. This will include determining which GIS layers (i.e., travel demand volumes, bicycle plan, etc.) will need translation from TransCAD to the ArcVIEW/ArcINFO format.

Schedule

Task	Description	Duration	Expected Completion Date
1	Initiate Project	1 month	4/1/05
2	Collect Data	2 months	6/1/05
3	Evaluate Existing Conditions	1 month	7/1/05
4	Develop Travel Demand Forecasts	2 months	9/1/05
5	Develop Improvement Scenarios	1 months	10/1/05
6	Evaluate Alternative Improvement Scenarios	1 months	11/1/05
7	Develop Preferred Transportation Alternative	1 months	12/1/05
8	Document Plan	2 months	2/1/06

The above schedule assumes an April 1, 2005 project start date. During the first task, a project initiation meeting will occur. At that time, a detailed Gantt chart will be presented for WWTTF review.

The schedule above is provided as a recommendation based on the objectives of the WWTTF. The WWTTF would prefer an accelerated schedule if possible. The consultant should provide an updated schedule based on their understanding of the scope of the project and knowledge of available data and information.

Available Information

The following studies have been performed in this area and are available to the consultant upon NTP:

- I-275/M-153 Traffic Study (Lilley Road to Hix Road), April 18, 2003. Report developed for MDOT.
- Ford Road Access Management Plan, November 2004. Report developed by MDOT.
- Ford Road Traffic Signal Optimization Final Report, 2004. Report developed by MDOT
- Ikea Traffic Impact Study, November 2004. Report developed by Ikea.
- Visteon Traffic Impact Study, April 2002. Report developed by Visteon and Van Buren Township.

The following information is available from MDOT for this study:
(I need to know what else we have available)

The following information is available from SEMCOG:
(Please send me a list of available data, information and reports for this section)

- SEMCOG 2030 Regional Transportation Plan
- SEMCOG 2030 TransCAD model
- SEMCOG Bicycle Travel Map for Wayne County
- Comprehensive Regional Transit Plan for Southeast Michigan

VENDOR PAYMENT:

All invoices/bills for services must be directed to the Department and follow the 'then current' guidelines. The latest copy of the "Professional Engineering Service Reimbursement Guidelines for Bureau of Highways" is available on MDOT's Bulletin Board System. This document contains instructions and forms that must be followed and used for invoicing/billing; payment may be delayed or decreased if the instructions are not followed.

Payment to the Vendor for Services rendered shall not exceed the "Cost Plus Fixed Fee Not to Exceed Maximum Amount" unless an increase is approved in accordance with the contract with the Vendor. All invoices/bills must be submitted within 14 calendar days of the last date of services being performed for that invoice.

Direct expenses will not be paid in excess of that allowed by the Department for its own employees. Supporting documentation must be submitted, with the invoice/bill, for all billable expenses on the Project. The only hours that will be considered allowable charges for this contract are those that are directly attributable to the CE activities of this Project. Hours spent in administrative, clerical, or accounting roles for billing and support, are not considered allowable hours; there will be no reimbursement for these hours.

Reimbursement for overtime hours will be limited to time spent on this project in excess of forty hours per week. Any variations to this rule should be included in the price proposal